



U.S. Department
of Transportation
**Federal Aviation
Administration**

7110.65M CHG 3
7/12/01

BRIEFING GUIDE



**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION**

Table of Contents

Paragraph Number	Title	Page
2-4-20	AIRCRAFT IDENTIFICATION	3
2-9-3	CONTENT	3
2-10-1	EN ROUTE SECTOR TEAM POSITION RESPONSIBILITIES	4
3-1-8	LOW LEVEL WIND SHEAR ADVISORIES	6
3-3-4	BRAKING ACTION	7
3-10-4	INTERSECTING RUNWAY SEPARATION	8
4-5-3	EXCEPTIONS	9
4-7-1	CLEARANCE INFORMATION	9
5-9-8	SIMULTANEOUS INDEPENDENT DUAL ILS/MLS APPROACHES-HIGH UPDATE RADAR	10
5-10-2	APPROACH INFORMATION	11
7-9-4	SEPARATION	11
9-9-1	UNIDENTIFIED FLYING OBJECT (UFO) REPORTS	12
11-1-2	DUTIES AND RESPONSIBILITIES	13
CHAPTER 13	DECISION SUPPORT TOOLS	15
13-1-1	DESCRIPTION	15
13-1-2	CONFLICT DETECTION AND RESOLUTION	15
13-1-3	TRIAL PLANNING	16
13-1-4	URET CCLD-BASED CLEARANCES	16
13-1-5	THE AIRCRAFT LIST (ACL) AND FLIGHT DATA MANAGEMENT	16
13-1-6	RECORDING OF CONTROL DATA	17
13-1-7	ACKNOWLEDGEMENT OF AUTOMATED NOTIFICATION	17
13-1-8	CURRENCY OF TRAJECTORY INFORMATION	18
13-1-9	DELAY REPORTING	18
13-1-10	OVERDUE AIRCRAFT	18
13-1-11	USE OF GRAPHICS PLAN DISPLAY (GPD)	18
13-1-12	FORECAST WINDS	19
13-1-13	INTERFACILITY CONNECTIVITY	19
13-1-14	HOST OUTAGES	19

1. PARAGRAPH NUMBER AND TITLE: 2-4-20. AIRCRAFT IDENTIFICATION

2. BACKGROUND: This recommendation was made by the Kansas City Air Route Traffic Control Center and would reflect current phraseology usage.

3. CHANGE:

<u>OLD</u>	<u>NEW</u>
2-4-20. AIRCRAFT IDENTIFICATION	2-4-20. AIRCRAFT IDENTIFICATION
Title through a6(e) <i>Example</i>	No Change
(f) Special Air Mission. "SAM."	No Change
EXAMPLE- "U.S. Sam Niner One Five Six Two."	EXAMPLE- "Sam Niner One Five Six Two."

4. OPERATIONAL IMPACT: Minimal.**1. PARAGRAPH NUMBER AND TITLE: 2-9-3. CONTENT**

2. BACKGROUND: The current wording of this NOTE infers that the ASOS/AWOS wind direction and velocity should be considered as the primary source of airport wind information for operational purposes. The intent of this change is to clarify that the ASOS/AWOS wind information is primarily only for weather observation purposes. In accordance with FAA Order 7210.3, Facility Operation and Administration, paragraph 2-9-1, Wind Instrument Sensors, the Air Traffic Manager shall designate in a facility directive which wind sources shall be used for operational purposes.

3. CHANGE:

<u>OLD</u>	<u>NEW</u>
2-9-3. CONTENT	2-9-3. CONTENT
Include the following in ATIS broadcast as appropriate:	No Change
a. Airport/facility name, phonetic letter code, time of weather sequence (UTC). Weather information consisting of wind direction and velocity, visibility, obstructions to vision, present weather, sky condition, temperature, dew point, altimeter, a density altitude advisory when appropriate and other pertinent remarks included in the official weather observation. Wind direction, velocity, and altimeter shall be reported from certified direct reading instruments. Temperature and dew point should be reported from certified direct reading sensors when available. Always include weather observation remarks of lightning, cumulonimbus, and towering cumulus clouds.	No Change

NOTE-

ASOS/AWOS is to be considered the primary source of wind direction, velocity, and altimeter data at those locations that are so equipped. The ASOS Operator Interface Device (OID) displays the magnetic wind as "MAG WND" in the auxiliary data location in the lower left hand portion of the screen. Other OID displayed winds are true and are not to be used for operational purposes.

NOTE-

ASOS/AWOS is to be considered the primary source of wind direction, velocity, and altimeter data for weather observation purposes at those locations that are so equipped. The ASOS Operator Interface Device (OID) displays the magnetic wind as "MAG WND" in the auxiliary data location in the lower left-hand portion of the screen. Other OID displayed winds are true and are not to be used for operational purposes.

4. OPERATIONAL IMPACT: Minimal.**1. PARAGRAPH NUMBER AND TITLE:** 2-10-1. EN ROUTE SECTOR TEAM POSITION RESPONSIBILITIES

2. BACKGROUND: The Air Traffic Conflict Probe Team has recommended these changes in conjunction with the deployment of the User Request Evaluation Tool Core Capability Limited Deployment (URET CCLD).

3. CHANGE:

<u>OLD</u>	<u>NEW</u>
2-10-1. EN ROUTE SECTOR TEAM POSITION RESPONSIBILITIES	2-10-1. EN ROUTE SECTOR TEAM POSITION RESPONSIBILITIES
a through b6	No Change
c. Primary responsibilities of the En Route Sector Team Positions:	No Change
1. Radar Position:	No Change
(a) Ensure separation.	No Change
(b) Initiate control instructions.	No Change
(c) Monitor and operate radios.	No Change
(d) Accept and initiate automated handoffs.	No Change
(e) Assist the radar associate position with nonautomated handoff actions when needed.	No Change
(f) Assist the radar associate position in coordination when needed.	No Change
(g) Scan radar display. Correlate with flight progress strip information.	(g) Scan radar display. Correlate with flight progress strip information <u>or User Request Evaluation Tool Core Capability Limited Deployment (URET CCLD) data, as applicable.</u>
(h) Ensure computer entries are completed on instructions or clearances you issue or receive.	No Change
(i) Ensure strip marking is completed on instructions or clearances you issue or receive.	(i) Ensure strip marking <u>and/or URET CCLD entries are</u> completed on instructions or clearances you issue or receive.

(j) Adjust equipment at radar position to be usable by all members of the team.

No Change

(k) The radar controller shall not be responsible for G/G communications when precluded by VSCS split functionality.

No Change

2. Radar Associate Position:

No Change

(a) Ensure separation.

No Change

Add

(b) Initiate control instructions.

(b) At URET CCLD facilities, use URET CCLD information to plan, organize, and expedite the flow of traffic.

(c) Operate interphones.

(c) Initiate control instructions.

(d) Accept and initiate nonautomated handoffs, and ensure radar position is made aware of the actions.

(d) Operate interphones.

(e) Accept and initiate nonautomated handoffs, and ensure radar position is made aware of the actions.

(e) Assist the radar position by accepting or initiating automated handoffs which are necessary for the continued smooth operation of the sector, and ensure that the radar position is made immediately aware of any action taken.

(f) Assist the radar position by accepting or initiating automated handoffs which are necessary for the continued smooth operation of the sector, and ensure that the radar position is made immediately aware of any action taken.

(f) Coordinate, including pointouts.

(g) Coordinate, including pointouts.

(g) Monitor radios when not performing higher priority duties.

(h) Monitor radios when not performing higher priority duties.

(h) Scan flight progress strips. Correlate with radar data.

(i) Scan flight progress strips and/or URET CCLD data. Correlate with radar data.

(i) Manage flight progress strips.

(j) Manage flight progress strips and/or URET CCLD flight data.

(j) Ensure computer entries are completed on instructions issued or received. Enter instructions issued or received by the radar position when aware of those instructions.

(k) Ensure computer entries are completed on instructions issued or received. Enter instructions issued or received by the radar position when aware of those instructions.

(k) Ensure strip marking is completed on instructions issued or received, and write instructions issued or received by the radar position when aware of them.

(l) As appropriate, ensure strip marking and/or URET CCLD entries are completed on instructions issued or received, and record instructions issued or received by the radar position when aware of them.

(l) Adjust equipment at radar associate position to be usable by all members of the team.

(m) Adjust equipment at radar associate position to be usable by all members of the team.

Add

(n) Where authorized, perform URET CCLD data entries to keep the activation status of designated URET CCLD Airspace Configuration Elements current.

3(a) through 3(d) *NOTE*

No Change

4. Radar Flight Data:

No Change

(a) Operate interphone.

No Change

(b) Assist Radar Associate Position in managing flight progress strips.

No Change

(c) Receive/process and distribute flight progress strips.

No Change

(d) Ensure flight data processing equipment is operational.

(d) Ensure flight data processing equipment is operational, except for URET/CCLD capabilities.

4. OPERATIONAL IMPACT: Minimal.

1. PARAGRAPH NUMBER AND TITLE: 3-1-8. LOW LEVEL WIND SHEAR ADVISORIES

2. BACKGROUND: The Integrated Terminal Weather System (ITWS) provides detection and short-term prediction of terminal weather through the integration of data from FAA/National Weather Service sensors and systems, as well as aircraft in flight. ITWS provides weather information that is immediately usable without further meteorological interpretation. TDWR and WSP are also designed to detect wind shear and microburst activity as well as detecting gust fronts, precipitation, and storm motion. ITWS provides all these products plus tornado detection and alert. In addition to low level wind shear and microburst alerts to the controller on the ribbon display, ITWS also provides detection and alert of tornado activity. The controller will issue alerts to pilots and include tornado activity on the Airport Terminal Information Service using the same procedures currently used for wind shear and microbursts.

3. CHANGE:

OLD

3-1-8. LOW LEVEL WIND SHEAR ADVISORIES

a through b1(c) *NOTE*

2. LLWAS "Network Expansion" (LLWAS III) and LLWAS systems that are integrated with TDWR, provide the capability of displaying microburst alerts, wind shear alerts and wind information oriented to the threshold or departure end of a runway. TDWR is designed to detect wind shear and microburst activity. The associated ribbon display allows the controller to read the displayed alert without any need for interpretation.

(a) through (d) *PHRASEOLOGY*

(e) When a microburst is detected, a statement shall be included on the ATIS broadcast, "MICROBURST ADVISORIES IN EFFECT." This item shall be included on the ATIS for at least 20 MINUTES following the microburst alert.

Add

NEW

3-1-8. LOW LEVEL WIND SHEAR ADVISORIES

No Change

2. LLWAS "Network Expansion" (LLWAS NE) which is integrated with TDWR, and LLWAS "Relocation/Sustainment" (LLWAS-RS) provide the capability of displaying microburst alerts, wind shear alerts and wind information oriented to the threshold or departure end of a runway. TDWR and WSP are also designed to detect wind shear and microburst activity. ITWS will also provide tornado detection and alert. The associated ribbon display allows the controller to read the displayed alert without any need for interpretation.

No Change

(e) When a microburst/tornado is detected, a statement shall be included on the ATIS broadcast, "MICROBURST/TORNADO ADVISORIES IN EFFECT." This item shall be included on the ATIS for at least 20 MINUTES following the microburst alert. Issue the displayed tornado advisory oriented to the direction from the airport.

PHRASEOLOGY-
TORNADO ALERT (direction from airport).

(f) The LLWAS “Network Expansion” is designed to operate with as many as 50 percent of the total sensors inoperative. When all three remote sensors designated for a specific runway arrival or departure wind display line are inoperative then the LLWAS-NE for that runway arrival/departure shall be considered out of service. When a specific runway arrival or departure wind display line is inoperative and wind shear/microburst activity is likely; (e.g.; frontal activity, convective storms, PIREP’s), a statement shall be included on the ATIS, “WIND SHEAR AND MICROBURST INFORMATION FOR RUNWAY (runway number) ARRIVAL/DEPARTURE NOT AVAILABLE.”

NOTE-

The geographic situation display (GSD) is a supervisory planning tool and is not intended to be a primary tool for microburst or wind shear alerts.

(f) The LLWAS-NE and LLWAS-RS are designed to operate with as many as 50 percent of the total sensors inoperative. When all three remote sensors designated for a specific runway arrival or departure wind display line are inoperative then the LLWAS-NE or LLWAS-RS for that runway arrival/departure shall be considered out of service. When a specific runway arrival or departure wind display line is inoperative and wind shear/microburst activity is likely; (e.g.; frontal activity, convective storms, PIREP’s), a statement shall be included on the ATIS, “WIND SHEAR AND MICROBURST INFORMATION FOR RUNWAY (runway number) ARRIVAL/ DEPARTURE NOT AVAILABLE.”

NOTE-

The geographic situation display (GSD) is a supervisory planning tool and is not intended to be a primary tool for microburst, wind shear or tornado alerts.

4. OPERATIONAL IMPACT: None.

1. PARAGRAPH NUMBER AND TITLE: 3-3-4. BRAKING ACTION

2. BACKGROUND: FAA Order 7930.2G, Notices to Airmen (NOTAM), and FAA Notice 7930.63, Snow Notices to Airmen (NOTAM) Procedural Changes, require the publication of NOTAM’s for friction measurements MU-Meter values. Order 7930.2G states, “MU values describe each third of a runway. NOTAM’s shall not be issued if all readings are above the value of 40.”

The problem that is occurring is that airport operators have been required by the Associate Administrator for Airports (ARP) to issue runway braking reports in accordance with procedures outlined in specific airport certification manuals along with field conditions during the winter operating time periods, even if there is nothing to report. Example: Runway 11/29 bare and dry, MU-Meter greater than 40 on all surfaces. This problem continues to be compounded by the fact that air traffic control (ATC) is required by Order 7110.65, Air Traffic Control, paragraph 3-3-4d1, to “Furnish information as received from the airport management to pilots on the ATIS at locations where friction measuring devices, such as MU-Meter, Saab Friction Tester (SFT), and Skiddometer are in use. Use the runway followed by the MU number for each of the three runway segments, time of report, and a word describing the cause of the runway friction problem.”

ARP supplies ATC with this information and Air Traffic is required to disseminate it, although the values are not reportable according to Order 7930.2G. This results in confusion for pilots, who then make requests for explanation of the meaning of the report “greater than 40.”

3. CHANGE:

OLD

3-3-4. BRAKING ACTION

Title through c *NOTE*

d. Furnish runway friction measurement readings/values as received from airport management to aircraft as follows:

1. Furnish information as received from the airport management to pilots on the ATIS at locations where friction measuring devices, such as MU-Meter, Saab Friction Tester (SFT), and Skiddometer are in use. Use the runway followed by the MU number for each of the three runway segments, time of report, and a word describing the cause of the runway friction problem.

NEW

3-3-4. BRAKING ACTION

No Change

No Change

1. Furnish information as received from the airport management to pilots on the ATIS at locations where friction measuring devices, such as MU-Meter, Saab Friction Tester (SFT), and Skiddometer are in use only when the MU values are 40 or less. Use the runway followed by the MU number for each of the three runway segments, time of report, and a word describing the cause of the runway friction problem. Do not issue MU values when all three segments of the runway have values reported greater than 40.

4. OPERATIONAL IMPACT: This change should result in less frequency congestion and confusion; fewer calls to ATC by pilots for explanations of reports of "greater than 40," and fewer requests for actual MU meter numbers.

1. PARAGRAPH NUMBER AND TITLE: 3-10-4. INTERSECTING RUNWAY SEPARATION

2. BACKGROUND: The Department of the Navy does not authorize their aircraft to conduct LAHSO.

3. CHANGE:

OLD

3-10-4. INTERSECTING RUNWAY SEPARATION

Title through a2

b. *USAF must secure major command approval prior to conducting Land and Hold Short Operations (LAHSO).* An aircraft may be authorized to takeoff from one runway while another aircraft lands simultaneously on an intersecting runway or an aircraft lands on one runway while another aircraft lands simultaneously on an intersecting runway, or an aircraft lands to hold short of an intersecting taxiway or some other predetermined point such as an approach/departure flight path using procedures specified in the current LAHSO directive. The procedure shall be approved by the air traffic manager and be in accordance with a facility directive. The following conditions apply:

NEW

3-10-4. INTERSECTING RUNWAY SEPARATION

No Change

b. *USAF must secure major command approval prior to conducting Land and Hold Short Operations (LAHSO).* "USN NOT APPLICABLE." An aircraft may be authorized to takeoff from one runway while another aircraft lands simultaneously on an intersecting runway or an aircraft lands on one runway while another aircraft lands simultaneously on an intersecting runway, or an aircraft lands to hold short of an intersecting taxiway or some other predetermined point such as an approach/departure flight path using procedures specified in the current LAHSO directive. The procedure shall be approved by the air traffic manager and be in accordance with a facility directive. The following conditions apply:

4. OPERATIONAL IMPACT: None.

1. PARAGRAPH NUMBER AND TITLE: 4-5-3. EXCEPTIONS

2. BACKGROUND: The Air Traffic Conflict Probe Team has recommended this change in conjunction with the deployment of the User Request Evaluation Tool Core Capability Limited Deployment (URET CCLD).

3. CHANGE:**OLD****4-5-3. EXCEPTIONS**

When traffic, meteorological conditions, or aircraft operational limitations prevent assignment of altitudes prescribed in para 4-5-2, Flight Direction, assign any cardinal altitude or flight level below FL 290 or any odd cardinal flight level at or above FL 290 without regard to direction of flight as follows:

NOTE-

See para 2-3-9, Control Symbolology, for control abbreviations and symbols to be used in conjunction with this paragraph.

a through e **REFERENCE**

Add

NEW**4-5-3. EXCEPTIONS**

No Change

No Change

No Change

f. For facilities utilizing URET CCLD, take this action without coordination when URET CCLD functionalities determine that coordination is not required.

4. OPERATIONAL IMPACT: Minimal.**1. PARAGRAPH NUMBER AND TITLE:** 4-7-1. CLEARANCE INFORMATION

2. BACKGROUND: A headquarters' interpretation of paragraph 4-7-1 was requested and subsequently, it was determined a change to the paragraph was needed to ensure standardization. The interpretation states that when an aircraft receives a clearance to fly a STAR/FMSP, without descent instructions, the aircraft has received only lateral/routing clearance. If the clearance does not include instructions to vertically navigate on the route or transition, then the clearance must include an assigned altitude.

3. CHANGE:**OLD****4-7-1. CLEARANCE INFORMATION**

Clear an arriving aircraft to a clearance limit by specifying the following:

a through b **NOTE**

c. Altitude instructions, as follows:

1. Assigned altitude if needed; or

NEW**4-7-1. CLEARANCE INFORMATION**

No Change

No Change

No Change

1. Assigned altitude; or

4. OPERATIONAL IMPACT: None.

1. PARAGRAPH NUMBER AND TITLE: 5-9-8. SIMULTANEOUS INDEPENDENT DUAL ILS/MLS APPROACHES-HIGH UPDATE RADAR

2. BACKGROUND: Concerns regarding potential terrain and obstruction avoidance and other issues associated with being turned off the localizer and descended during the critical final approach phase of flight support the need to discourage controllers from utilizing this procedure unless no other alternative is available. Because facilities are required to develop standard breakout routes and altitudes that meet required minimum obstruction clearances, it is anticipated that the use of a descent in conjunction with an instruction to avoid a deviating aircraft would be extremely rare.

3. CHANGE:

OLD

5-9-8. SIMULTANEOUS INDEPENDENT DUAL ILS/MLS APPROACHES-HIGH UPDATE RADAR

Title through c2 **PHRASEOLOGY**

3. Instruct aircraft on the adjacent final approach course to alter course to avoid the deviating aircraft when an aircraft is observed penetrating or in the controller's judgement will penetrate the NTZ.

Add

NEW

5-9-8. SIMULTANEOUS INDEPENDENT DUAL ILS/MLS APPROACHES-HIGH UPDATE RADAR

No Change

No Change

NOTE-

An instruction that may include a descent to avoid the deviating aircraft should only be used when there is no other reasonable option available to the controller. In such a case, the descent shall not put the aircraft below the MYA.

PHRASEOLOGY-

TRAFFIC ALERT, (call sign), TURN (left/right) IMMEDIATELY HEADING (DEGREES), CLIMB AND MAINTAIN (altitude).

No Change

4. OPERATIONAL IMPACT: Existing guidance provides that facilities at which simultaneous closely spaced independent ILS/MLS approaches are conducted must develop standard breakout procedures to include altitudes that meet required minimum obstruction clearances. Accordingly, the need to issue a descent in conjunction with a breakout instruction is small. To the extent that empirical evidence indicates that descending breakouts are issued infrequently, it is anticipated that the operational impact of this change is minimal.

1. PARAGRAPH NUMBER AND TITLE: 5-10-2. APPROACH INFORMATION

2. BACKGROUND: Pilots landing at a nontowered airport that has an Automated Weather Observing System (AWOS) or an Automated Surface Observing System (ASOS) should monitor the ASOS/AWOS broadcast to ascertain the current weather and advise the controller that they have the weather. If the pilot does not have the frequency for the ASOS/AWOS, the pilot may request the frequency from the controller.

3. CHANGE:**OLD****5-10-2. APPROACH INFORMATION**

a. Issue the following information to an aircraft that will conduct a radar approach. Current approach information contained in the ATIS broadcast may be omitted if the pilot states the appropriate ATIS broadcast code. All items listed below, except for subpara 3 may be omitted after the first approach if repeated approaches are made and no change has occurred. Transmissions with aircraft in this phase of the approach should occur approximately every minute.

REFERENCE-

FAAO 7110.65, Approach Information, Para 4-7-10.

1. Altimeter setting.

2. If available, ceiling and visibility if the ceiling at the airport of intended landing is reported below 1,000 feet or below the highest circling minimum, whichever is greater, or if the visibility is less than 3 miles. Advise pilots when weather information is available via the Automated Weather Observing System (AWOS)/Automated Surface Observing System (ASOS) and issue the appropriate frequency.

NEW**5-10-2. APPROACH INFORMATION**

No Change

No Change

No Change

2. If available, ceiling and visibility if the ceiling at the airport of intended landing is reported below 1,000 feet or below the highest circling minimum, whichever is greater, or if the visibility is less than 3 miles. Advise pilots when weather information is available via the Automated Weather Observing System (AWOS)/Automated Surface Observing System (ASOS) and, **if requested**, issue the appropriate frequency.

4. OPERATIONAL IMPACT: Minimal.**1. PARAGRAPH NUMBER AND TITLE: 7-9-4. SEPARATION**

2. BACKGROUND: Paragraph 7-9-4b of FAA Order 7110.65M, Air Traffic Control, states different separation standards for aircraft based on weights of more than 19,000 pounds. It was believed that the note that accompanies this paragraph confused the reader by offering examples of aircraft that are less than 19,000 pounds and should be relocated.

3. CHANGE:**OLD****7-9-4. SEPARATION**

a. Standard IFR services to IFR aircraft.

b. VFR aircraft shall be separated from VFR/IFR aircraft that weigh more than 19,000 pounds and turbojets by no less than:

NEW**7-9-4. SEPARATION**

No Change

No Change

NOTE-

Aircraft weighing 19,000 pounds or less include all of the aircraft in SRS categories I and II plus SC7, G73, E110, DO82, STAR, S601, BE30, B350, SW3, B190, and C212.

Delete

1 through 3 NOTE

No Change

c. VFR aircraft shall be separated from all VFR/IFR aircraft which weigh 19,000 pounds or less by a minimum of:

No Change

1. Target resolution, or

No Change

2. 500 feet vertical separation, or

No Change

NOTE-

Apply the provisions of para 5-5-3, Minima, when wake turbulence separation is required.

Add

NOTE-

1. Apply the provisions of para 5-5-4, Minima, when wake turbulence separation is required.

2. Aircraft weighing 19,000 pounds or less include all aircraft in SRS Categories I and II plus G73, STAR, S601, BE30, SW3, B190 and C212.

4. OPERATIONAL IMPACT: None.**1. PARAGRAPH NUMBER AND TITLE: 9-9-1. UNIDENTIFIED FLYING OBJECT (UFO) REPORTS**

2. BACKGROUND: In calendar year 1999, representatives from the National Institute for Discovery Sciences (NIDS) contacted the FAA Administrator to offer their research institution as the single point of contact recognized by the FAA in regard to UFO information. On April 14, 2000, after being referred by the FAA Administrator, NIDS representatives met with ATP-200 to finalize a course of action. This change is a result of that meeting and is official FAA recognition that NIDS is the single point of contact for UFO research.

3. CHANGE:**OLD****NEW****Chapter 9. Special Flights**

No Change

Add

Section 9. Unidentified Flying Object (UFO) Reports

Add

9-9-1. GENERAL

Add

a. Persons wanting to report UFO activity should contact the National Institute for Discovery Sciences (NIDS) via the following methods:

(702) 798-1700 Voice

(702) 798-1970 Facsimile

<http://www.nidsci.org>

Add

b. NIDS will ask a series of questions (verbal and/or via questionnaire) concerning the event.

Add

NOTE-

NIDS is the single point of contact recognized by the FAA in regard to UFO information. They will maintain a national database on anomalous phenomena and periodically share that information with the FAA.

c. If concern is expressed that life or property might be endangered, refer the individual to the local police department.

4. OPERATIONAL IMPACT: None.**1. PARAGRAPH NUMBER AND TITLE: 11-1-2. DUTIES AND RESPONSIBILITIES**

2. BACKGROUND: The Air Traffic Conflict Probe Team has recommended these changes in conjunction with the deployment of the User Request Evaluation Tool Core Capability Limited Deployment (URET CCLD).

3. CHANGE:**OLD****11-1-2. DUTIES AND RESPONSIBILITIES**

a. Supervisory Traffic Management Coordinator-in-Charge (STMCIC) shall:

1. Ensure that an operational briefing is conducted at least once during the day and evening shifts. Participants shall include, at a minimum, the STMCIC, Operations Supervisors (OS), Traffic Management Coordinator(s) (TMC), and other interested personnel as designated by facility management. Discussions at the meeting should include meteorological conditions (present and forecasted), staffing, equipment status, runways in use, AAR and traffic management initiatives (present and anticipated).

2. Assume responsibility for TMC duties when not staffed.

3. Ensure that traffic management initiatives are carried out by Supervisory Traffic Management Coordinator-in-Charge (STMCIC).

Add

Add

Add

NEW**11-1-2. DUTIES AND RESPONSIBILITIES**

No Change

No Change

No Change

No Change

4. Where authorized, perform URET CCLD data entries to keep the activation status of designated URET CCLD Airspace Configuration Elements current.

5. Perform assigned actions in the event of a URET CCLD outage or degradation, in accordance with the requirements of FAA Order 7210.3, Facility Operation and Administration, and as designated by facility directive.

6. Ensure changes to restrictions based on the Restrictions Inventory and Evaluation are implemented in a timely manner.

b. OS shall:

1. Keep the TMU and affected sectors apprised of situations or circumstances that may cause congestion or delays.

No Change

No Change

2. Coordinate with the TMU and ATCS's to develop appropriate traffic management initiatives for sectors and airports in their area of responsibility.

No Change

3. Continuously review traffic management initiatives affecting their area of responsibility and coordinate with TMU for extensions, revisions, or cancellations.

No Change

4. Ensure that traffic management initiatives are carried out by ATCS's.

No Change

Add

5. Where authorized, perform URET CCLD data entries to keep the activation status of designated URET CCLD Airspace Configuration Elements current.

Add

6. Perform assigned actions in the event of a URET CCLD outage or degradation, in accordance with the requirements of FAA Order 7210.3, Facility Operation and Administration, and as designated by facility directive.

Add

7. Ensure changes to restrictions based on the Restrictions Inventory and Evaluation are implemented in a timely manner.

c. ATCS's shall:

No Change

1. Ensure that traffic management initiatives and programs are enforced within their area of responsibility. Traffic management initiatives and programs do not have priority over maintaining:

No Change

(a) Separation of aircraft.

No Change

(b) Procedural integrity of the sector.

No Change

2. Keep the OS and TMU apprised of situations or circumstances that may cause congestion or delays.

No Change

3. Continuously review traffic management initiatives affecting their area of responsibility and coordinate with OS and TMU for extensions, revisions, or cancellations.

No Change

Add

4. Where authorized, perform URET CCLD data entries to keep the activation status of designated URET CCLD Airspace Configuration Elements current.

Add

5. Perform assigned actions in the event of a URET CCLD outage or degradation, in accordance with the requirements of FAA Order 7210.3, Facility Operation and Administration, and as designated by facility directive.

4. OPERATIONAL IMPACT: Minimal.

1. PARAGRAPH NUMBER AND TITLE: CHAPTER 13. DECISION SUPPORT TOOLS
SECTION 1. USER REQUEST EVALUATION TOOL CORE CAPABILITY LIMITED DEPLOYMENT (URET CCLD)

2. BACKGROUND: The Air Traffic Conflict Probe Team has recommended these changes in conjunction with the deployment of the User Request Evaluation Tool Core Capability Limited Deployment (URET CCLD).

3. CHANGE:

<u>OLD</u>	<u>NEW</u>
Add	<u>Chapter 13. Decision Support Tools</u>
Add	<u>Section 1. User Request Evaluation Tool Core Capability Limited Deployment (URET CCLD)</u> <u>- En Route</u>
Add	<u>13-1-1. DESCRIPTION</u>
Add	<u>a. URET CCLD, a decision support technology and component of the Free Flight Program, is utilized in the en route environment and is located at the Radar Associate (RA) position at an operational sector. The purpose of the tool is the prediction of conflicts between aircraft and between aircraft and special use or designated airspace, and it also provides trial planning and enhanced flight data management capabilities.</u>
Add	<u>b. URET CCLD is designed to enhance the efficiency of the Sector Team by providing decision support in the prediction and resolution of potential conflicts, and, as a result, allowing controllers more latitude in other tasks, such as responding to user requests. Further, the use of the tool could provide increased system safety, decreased system delays, and increased system flexibility, predictability, productivity, and user access.</u>
Add	<u>c. URET CCLD predicts conflicts up to 20 minutes in advance using flight plan, forecast winds, aircraft performance characteristics, and track data to derive expected aircraft trajectories. URET CCLD supports early identification and resolution of predicted conflicts and the evaluation of user requests, and it is to be used by the sector team in performing their strategic planning responsibilities.</u>
Add	<u>13-1-2. CONFLICT DETECTION AND RESOLUTION</u>
Add	<u>a. Actively scan URET CCLD information for predicted alerts.</u>
Add	<u>b. When a URET CCLD alert is displayed, evaluate the alert and take appropriate action as early as practical, in accordance with duty priorities.</u>
Add	<u>c. Prioritize the evaluation and resolution of URET CCLD alerts to ensure the safe, expeditious, and efficient flow of air traffic.</u>

Add	<u>NOTE-</u> <u>URET CCLD alerts are based on radar separation standards. Caution should be used when situations include nonstandard formations.</u>
Add	<u>d. When a URET CCLD alert is displayed and when sector priorities permit, give consideration to the following in determining a solution:</u>
Add	<u>1. Solutions that involve direct routing, altitude changes, removal of a flight direction constraint (i.e. inappropriate altitude for direction of flight), and/or removal of a static restriction for one or more pertinent aircraft.</u>
Add	<u>2. Impact on surrounding sector traffic and complexity levels, flight efficiencies, and user preferences.</u>
Add	<u>13-1-3. TRIAL PLANNING</u>
Add	<u>a. When URET CCLD is operational at the sector and when sector priorities permit, use the trial plan capability to evaluate:</u>
Add	<u>1. Solutions to predicted conflicts.</u>
Add	<u>2. The feasibility of granting user requests.</u>
Add	<u>3. The feasibility of removing a flight direction constraint (i.e., inappropriate altitude for direction of flight) for an aircraft.</u>
Add	<u>4. The feasibility of removing a static restriction for an aircraft.</u>
Add	<u>13-1-4. URET CCLD-BASED CLEARANCES</u>
Add	<u>a. When the results of a trial plan based upon a user request indicate the absence of alerts, every effort should be made to grant the user request, unless the change is likely to adversely effect operations at another sector.</u>
Add	<u>b. Unless otherwise required by facility directive, when URET CCLD is operational and a flight will exit the sector at the wrong altitude for direction of flight, the transferring sector team is not required to request approval from the receiving sector team, provided:</u>
Add	<u>1. A "show-all" function for the subject aircraft indicates the aircraft is conflict free.</u>
Add	<u>2. URET CCLD is operational at the receiving sector.</u>
Add	<u>13-1-5. THE AIRCRAFT LIST (ACL) AND FLIGHT DATA MANAGEMENT</u>
Add	<u>a. The ACL shall be used as the sector team's primary source of flight data.</u>
Add	<u>b. When URET CCLD is operational, sector teams shall post flight progress strips for any nonradar flights.</u>

- Add c. When URET CCLD is operational, sector teams shall post any flight progress strip(s) that are deemed necessary for safe or efficient operations. The sector team shall comply with all applicable facility directives to maintain posted flight progress strips.
- Add NOTE-
Cases in which an operational advantage may be realized include, but are not limited to aircraft that cannot be expected to remain in radar contact, aircraft in hold, and emergencies.
- Add 13-1-6. RECORDING OF CONTROL DATA
- Add a. All control information not otherwise recorded via automation recordings or voice recordings shall be manually recorded using approved methods.
- Add b. Control information may be entered in the free text area and shall be used for reference purposes only.
- Add c. Data required to be entered into the free text area shall be designated in a facility directive.
- Add 13-1-7. ACKNOWLEDGEMENT OF AUTOMATED NOTIFICATION
- Add a. Remove Inappropriate Altitude for Direction of Flight coding only after any required coordination has been completed, or it has been determined that no coordination is required.
- Add b. Remove Unsuccessful Transmission Message (UTM) coding only after appropriate coordination has been completed.
- Add c. Remove Route Action Notification only after the appropriate clearance has been issued to the pilot or otherwise coordinated.
- Add d. Remove Expect Departure Clearance Time (EDCT) coding only after the EDCT has been issued to the pilot.
- Add e. Remove ATC Preferred Route (APR) coding only after the route has been checked and any required action has been completed.
- Add NOTE-
If coding is prematurely removed and the control of the aircraft is transferred prior to completing the appropriate action, the next sector will not receive the necessary APR notification.

- Add **13-1-8. CURRENCY OF TRAJECTORY INFORMATION**
- Add **a. The sector team shall perform automation entries in a timely manner.**
- Add **NOTE-**
1. Conflict probe accuracy requires timely updates of data used to model each flight's trajectory. If this data is not current, the aircraft entries and notification of probe results for surrounding sectors and facilities, as well as the subject sector, may be misleading.
- Add **2. Data used to model an individual aircraft's trajectory includes route of flight, assigned and interim altitudes, application/removal of an adapted restriction for that flight, and aircraft type.**
- Add **b. An exception to the requirement to enter or update interim altitudes may be authorized for certain ARTCC sectors if explicitly defined in an appropriate facility directive.**
- Add **NOTE-**
URET CCLD accuracy in assigning alert notification is dependent upon entry/update of a flight's interim altitude.
- Add **13-1-9. DELAY REPORTING**
- Add **a. Adhere to all applicable delay reporting directives while URET CCLD is operational.**
- Add **b. Delay information shall be recorded either on available flight progress strips or on facility approved forms.**
- Add **13-1-10. OVERDUE AIRCRAFT**
- Add **Upon receipt of the URET CCLD overdue aircraft notification take appropriate actions set forth in Chapter 10, Section 3, Overdue Aircraft.**
- Add **NOTE-**
URET CCLD overdue aircraft notification is based on radar track data. Updating an aircraft's route of flight will remove the overdue aircraft notification.
- Add **13-1-11. USE OF GRAPHICS PLAN DISPLAY (GPD)**
- Add **a. Graphic depictions of flight trajectories may be used only to aid in situational awareness and strategic planning.**
- Add **b. Do not use trajectory-based positions as a substitute for radar track position.**
- Add **c. Do not use trajectory-based altitude in lieu of Mode C for altitude confirmation.**

- Add d. Do not use the GPD for radar identification, position information, transfer of radar identification, radar separation, correlation, or point-outs.
- Add 13-1-12. FORECAST WINDS
- Add In the event that current forecast wind data is not available, continue use of URET CCLD with appropriate recognition that alert data may be affected.
- Add 13-1-13. INTERFACILITY CONNECTIVITY
- Add In the event of a loss of connectivity to a neighboring URET CCLD system, continue use of URET CCLD with appropriate recognition that alert data may be affected.
- Add 13-1-14. HOST OUTAGES
- Add In the event of a Host outage, URET CCLD data may be used to support situational awareness while the facility transitions to Enhanced Direct Access Radar Channel (EDARC) or nonradar procedures.
- Add **NOTE-**
Without Host input, URET CCLD data cannot be updated and becomes stale.

4. OPERATIONAL IMPACT: Moderate.